DEPARTMENT OF TRANSPORTATION
DIVISION OF ENGINEERING SERVICES
Office of Structural Materials
Quality Assurance and Source Inspection

Bay Area Branch
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Contract #: 04-0120F4
Cty: SF/ALA Rte: 80 PM: 13.2/13.9
File #: 69.15

SOURCE INSPECTION REPORT

Resident Engineer: Pursell, Gary
Address: 333 Burma Road
City: Oakland, CA 94607

Report No: SIR-002420
Date Inspected: 17-Feb-2010

Project Name: SAS Superstructure
Prime Contractor: American Bridge/Fluor Enterprises, a JV
Contractor: Zhenhua Port Machinery Company, Ltd (ZPMC), Changxing Island

OSM Arrival Time: 700
OSM Departure Time: 1900
Location: Changxing Dao, Shangha

Quality Control Contact:	Don Walton	**Quality Control Present:**	☑ Yes ☐ No
Material transfer:	☐ Yes ☐ No ☑ N/A	**Sampled Items:**	☐ Yes ☐ No ☑ N/A
Stock Transfer:	☐ Yes ☐ No ☑ N/A	**OK to Cut:**	☐ Yes ☐ No ☑ N/A
Rebar Test Witness:	☐ Yes ☐ No ☑ N/A	**Delayed/Cancelled:**	☐ Yes ☐ No ☑ N/A
Other:	B265		
Bridge No:	34-0006	**Component:**	Sub-Assemblies, Cross Beam #4, OBG 7DW,
Bid Item:	77, 78, 79	**Lot No:**	B265

Summary of Items Observed:

On this date Caltrans Office of Structural Materials (OSM) Quality Assurance (QA) NACE III coating inspector, Mr. James Lumley arrived on site at the Zhenhua Port Machinery Company (ZPMC) facility at Changxing Island in Shanghai, China. The purpose of the coating inspections are to monitor the surface preparation and coating applications for the SAS Bay Bridge project. This QA NACE III coating inspector observed the following:

Sub-Assemblies

Affix (4) dollies for adhesion testing on Finish coated surfaces of Counterweights 32 & 34 for field comparison to Fugro Laboratory results of adhesion at the request of Caltrans Engineer Sang Le.

Sub-Assemblies

Bikeway Cantilever Brackets which were previously tested for cure and hardness of undercoat were over-coated with Interfine 979 “Mist” coat.

Cross Beam #4

Internal and external surfaces which were previously coated and sustained subsequent damages from Trial Assembly operating were re-abrasive blasted to base metal and an SSPC SP-10 condition and Interzinc 22 re-applied. Profiles amplitude on the internal surfaces was observed at 79-86 µm and external surfaces was 80-82 µm.

Sub-Assemblies

Base metal surfaces of six (6) Suspender Brackets were washed and de-greased in accordance with SSPC SP-1 in preparation of abrasive blasting operations. Bracket codes as follows: SB30E, SB30W, SB32E, SB32W, SB34E, SB34W.

Lift 5 West

Upper “U” Rib stiffeners and FL-2-1 Beams and Upper connection assemblies of the Chevron Girders were given a “Final” inspection of undercoated surfaces from Panel Points 34, 35, 36 including the End Weld Seam and were

in general compliance and ZPMC began dismantling access scaffolding, adhesion tests were performed concurrent with aforementioned inspection on surfaces which sustained over-blast damages and subsequent over-coating of Interzinc 22 undercoat and values were observed at 13.2Mpa and 8.8Mpa on the repaired areas. Also the Cross Beam termination FL-3 Beams were repaired of damages to previously applied undercoat by re-abrasive blasting to base metal and an SSPC SP-10 condition and re-applying Interzinc 22 undercoat to amend repairs. Profile amplitude was 70-76 µm. Additionally on the West Side Plate and Edge Plate repair areas undercoated with Interzinc 22 were “Mist” coated with Interfine 979 in preparation of final topcoat application.

Summary of Conversations:

No relevant conversations on this date.

Comments

This report is for the purpose of determining conformance with the contract documents and is not for the purpose of making repair or fit for purpose recommendations. Should you require recommendations concerning repairs or remedial efforts please contact Eric Tsang (858) 699-9549, who represents the Office of Structural Materials for your project.

Inspected By:	Lumley,James	Quality Assurance Inspector
Reviewed By:	Peterson,Art	QA Reviewer